

WEATHER.
Partly cloudy and somewhat warmer
tonight and tomorrow; light variable
winds.
Temperature for twenty-four hours
ending 2 p.m.: Highest, 74, at 2:30 p.m.
yesterday; lowest, 56, at 5:30 a.m. today.
Full report on page 12.

CLOSING NEW YORK STOCKS PAGE 12.

The Evening Star

"From Press to Home
Within the Hour"
Sovereign Circulation, Month of July,
1916, Daily Average, 74,829; Sunday, 54,570.

No. 29,425. WASHINGTON, D. C., TUESDAY, AUGUST 29, 1916—SIXTEEN PAGES. ONE CENT.

PRESIDENT APPEALS TO CONGRESS TO PASS LAW TO CURB STRIKE

Reveals Negotiations Between Railroads and
Organized Employes at Joint Session
of House and Senate.

WANTS EIGHT-HOUR DAY STATUTE AND COMMISSION TO APPLY IT

Favors Statute Providing Investigation of Controversies and Suspension
of Walkouts Pending Findings—Would Enlarge Interstate
Commerce Commission—Many Conferences Held.

Facing the greatest strike in the history of the world, balked
after two weeks' personal effort as mediator to avert an industrial
cataclysm, President Wilson, in an unprecedented effort, is this
afternoon appealing to a joint session of Congress for legislation
to meet the crisis.

The President is also taking this course to acquaint the people
of the United States with the facts in the controversy as they have
come before him, and the desperate endeavors he has made to avert
the catastrophe in their interests.

Just within the hour when the President was to make his
dramatic appeal these two committees made public statements cover-
ing their views of the outstanding features of the proposed legisla-
tion. The brotherhoods claimed that enactment of a compulsory
investigation law, patterned after the Canadian law, would be a
reversal to slavery. The railroad executives protested that refusal
to arbitrate the demands of the employes undermines the very
basis of arbitration and will entail widespread industrial strife.

The President felt driven to make his last stand before Con-
gress by the fact that the tentative order for a strike to start
Labor day morning was today made actual, unless revoked by the
brotherhood committee. This move was taken, it was understood,
that no legislative action might be able to prevent the strike.

The President in his address to Congress on the strike situation
said:

"GENTLEMEN OF THE CONGRESS:
"I have come to you to seek your assistance in dealing with a
very grave situation which has arisen out of the demand of the
employes of the railroads engaged in freight train service that
they be granted an eight-hour working day, safeguarded by pay-
ment for an hour and a half of service for every hour of work
beyond the eight.

"The matter has been agitated for more than a year. The
public has been made familiar with the demands of the men and the
arguments urged in favor of them, and even more familiar with the
objections of the railroads and their counter demand that certain
privileges now enjoyed by their men and certain bases of pay-
ment worked out through many years of contest be reconsidered,
especially in their relation to the adoption of an eight-hour day.
The matter came some three weeks ago to a final issue and re-
sulted in a complete deadlock between the parties. The means
provided by law for the mediation of the controversy failed and
the means of arbitration for which the law provides were rejected.
The representatives of the railway executives proposed that the
demands of the men be submitted in their entirety to arbitration,
along with certain questions of readjustment as to pay and condi-
tions of employment which seemed to them to be either closely
associated with the demands or to call for reconsideration on their
own merits; the men absolutely declined arbitration, especially if
any of their established privileges were by that means to be drawn
again in question. The law in the matter put no compulsion upon
them.

"The 400,000 men from whom the demands proceeded had voted
to strike if their demands were refused; the strike was imminent; it
has since been set for the 4th of September next. It affects the men
who man the freight trains on practically every railway in the coun-
try. The freight service throughout the United States must stand
still until their places are filled, if, indeed, it should prove possible to
fill them at all. Cities will be cut off from their food supplies, the
whole commerce of the nation will be paralyzed, men of every sort
and occupation will be thrown out of employment, countless thou-
sands will in all likelihood be brought, it may be, to the very point
of starvation, and a tragical national calamity brought on, to be
added to the other distresses of the time, because no basis of ac-
commodation or settlement has been found.

MEDIATION IS OFFERED.

"Just so soon as it became evident that mediation under the
existing law had failed and that arbitration had been rendered im-
possible by the attitude of the men, I considered it my duty to con-
fer with the representatives of both the railways and the brother-
hoods, and myself offer mediation, not as an arbitrator, but merely
as spokesman of the nation, in the interest of justice, indeed, and
as a friend of both parties, but not as judge, only as the representa-
tive of one hundred millions of men, women and children who would
pay the price, the incalculable price, of loss and suffering should
these few men insist upon approaching and concluding the matters in
controversy between them merely as employers and employes, rather
than as patriotic citizens of the United States looking before and
after and accepting the larger responsibility which the public would
put upon them.

"It seemed to me, in considering the subject matter of the con-
troversy, that the whole spirit of the time and the preponderant
evidence of recent economic experience spoke for the eight-hour
day. It has been adjudged by the thought and experience of recent
years a thing upon which society is justified in insisting as in the
interest of health, efficiency, contentment and a general increase of
economic vigor."

PROPOSALS OF PRESIDENT.

"The whole presumption of modern experience would, it seemed
to me, be in its favor, whether there was arbitration or not, and the
debatable points to settle were those which arose out of the ac-
ceptance of the eight-hour day rather than those which affected its
establishment. I, therefore, proposed that the eight-hour day be

ROMANIAN TROOPS AND RUSSIANS JOIN; HUNGARY INVADED

Desperate Fighting Is Report-
ed in Passes of the Trans-
sylvanian Alps.

KING LEAVES BUCHAREST TO COMMAND HIS ARMY

General Mobilization Ordered and
Great Enthusiasm Is Reported
in Rumanian Capital.

EYES NOW TURN TO ATHENS

Germany Said to Be Making Pre-
parations in Expectation of Hav-
ing to Meet Greeks as
Well as Rumanians.

ZURICH, August 29, via
Paris. — Rumanian troops
which have been concen-
trated at Jassy, near the
Russian frontier, entered
Transsylvania at a point to
the west of Piatra, and, ac-
cording to information re-
ceived here, are reported to
have joined forces with Rus-
sian troops coming from
Bukovina.

The first hostilities be-
tween Rumania and Austria-
Hungary broke out Sunday
evening south and south-
west of Kronstadt (Brasso).
Skirmishes also are reported
farther west at Col Tour
Rouge.

BERLIN, August 29, via
London, 6:01 p.m.—Reports
were received here today
that the Rumanians have
been defeated in their first
efforts to force a way
through three mountain
passes into Hungary.

LONDON, August 29, 2:45
p.m.—Desperate fighting on
the border between Rumania
and Hungary is reported in an
Exchange Telegraph dispatch
from Bern, Switzerland. The Ru-
manians, the message says, are mak-
ing furious efforts to capture the
important mountain passes.

This information, the dispatch
says, is contained in a telegram
from Austrian headquarters pub-
lished in the Bund of Bern.

King Ferdinand of Rumania to-
day left Bucharest for the front
to take command of the army, ac-
cording to information received
here today from the Rumanian
capital.

Enthusiasm at Bucharest.

A dispatch from Bucharest by way of
Petrograd says that King Ferdinand
has ordered the general mobilization
of the Rumanian army. Great enthusiasm
prevails in the capital, the dispatch
adds.

According to a dispatch from Vienna
by way of Berlin all Rumanian citizens
in the Austrian capital have been called
upon by the authorities to report within
forty-eight hours at the police head-
quarters in their precincts and to fur-
nish documents establishing their iden-
tity.

Greece Expected to Enter.

An Exchange Telegraph dispatch
from The Hague says Germany is mak-
ing preparations for the eventual entry
of Greece into the war, which German
diplomatic circles regard as certain.
Many Greeks have departed from Ger-
many, and tomorrow the Greek minister
in Berlin is to be received by Chan-
cellor von Bethmann-Hollweg.

Kronstadt and Hermannstadt, to-
(Continued on Second Page.)

DAY IN CONGRESS.

Senate:
Met at 11 a.m.
Adopted resolution for joint
session of Congress at 2:30
o'clock to hear President Wil-
son's message on railroad crisis.
Resumed debate on revenue
bill.
Senator Reed, in speech, re-
viewed achievements of Wilson
administration.
Tobacco growers, protesting
with members of Congress
against British embargo against
shipment of tobacco to Germany
and Austria, drew up brief to
submit to Secretary Lansing.
Met in joint session with the
House at 2:30 o'clock to hear
President Wilson's speech on
railroad strike legislation.
House:
Met at 11 a.m.
Prepared for President's rail-
road message.



D. C. GETS \$183,867 IN DEFICIENCY BILL

Total Amount Carried in Meas-
ure, Reported to House,
Is \$14,323,072.23.

In the deficiency appropriation bill,
reported to the House today, the Dis-
trict items amount to \$183,867.47 out
of a total of \$14,323,072.23. The bill
provides money for the tax-end needs
of departments of the government,
army, navy and separate establish-
ments, the various totals being as fol-
lows:

State Department, \$3,073,084.40; Treas-
ury Department, \$472,301.06; Dis-
trict of Columbia, \$183,867.47; War De-
partment, \$816,199.53; military establish-
ment, \$2,315,000; fortifications, field
artillery, \$1,200,000; Panama canal for-
tifications, \$533,000; National Soldiers'
Homes, \$28,500; State Soldiers' Homes,
\$2,247.63; Navy Department, \$82,661.74;
naval establishment, \$1,836,079.85; De-
partment of the Interior, \$79,571.40;
Judicial, \$6,523.33; United States courts,
\$71,722.43; Post Office Department, \$24,
000; postal service, \$1,206,940.03; De-
partment of Commerce, \$125,000; De-
partment of Labor, \$161,572.50; United
States employes' compensation commis-
sion, \$550,000; House of Representa-
tives, \$62,025; government printing of-
fice, \$2,045; judgments, United States
courts, \$2,069.55; judgments, Court of
Claims, \$147,437.26; judgments, Indian
Department, \$35,904; audited claims,
\$702,310.02.

The estimates concerning these de-
ficiencies totaled \$22,373,351.37. The
largest individual item is that of
\$3,000,000 to pay the Republic of Nicara-
gua, in compliance with the canal
treaty with that country.

District Items Covered.

The District items cover a mass of
small deficiencies in the coroner's office,
tax office, street improvements and
sewers. The school deficiency covers a
score of items, including the much dis-
cussed longevity pay for teachers, and
the allowance to principals. The largest
item in this section is the longevity de-
ficiency for 1916, amounting to \$31,
749.94.

Other District deficiencies include ap-
proximately: \$1,000 for the Juvenile
Court; \$2,000 for support of convicts;
\$2,100 for the Supreme Court of the Dis-
trict; \$4,422 for the Washington asylum
and jail; National Training School for
Boys, \$488; Emergency Hospital, \$11,
312; Children's Hospital, \$6,500; board
of children's guardians, \$16,432; Indus-
trial School for Colored Children, \$2,
489; Industrial Home School, \$1,178,
and support of indigent insane, \$7,
780.

The bill provides that all the District
items shall be paid for on the half-and-
half plan.

Riders in the Bill.

Legislative riders in the bill provide
for the following:
That unless efficiency ratings are es-
tablished in the government, depart-
ments and separate establishments, em-
ployes of the offices where these rat-
ings are not in effect shall not be pro-
moted after March 31, 1917.
That the bureau of efficiency shall
start an investigation into the methods
of transacting business in the bureau
of internal revenue.
That the Commissioners of the Dis-
trict of Columbia are authorized to pay
from the bathing beach funds the sal-
aries of certain employees at the beach
from July 1 to September 15, 1916.

LIQUOR QUESTION CAMPAIGN FACTOR

Nebraska Prohibition Fight
Expected to Have Bearing
in National Election.

W. J. BRYAN OCCUPIES A PECULIAR POSITION

Espones Mr. Wilson's Cause, But
Speeches Aid Republicans—Party
Lines Not Closely Drawn.

BY N. O. MESSENGER.

OMAHA, Neb., August 29.—
One of the most interesting
political situations is found in
Nebraska, which may at this time
properly be classed as a doubtful
state on the presidency, the United
States senatorship and the
governorship. The question of
which way the state will go
politically will depend largely
upon how it stands on proposed
state-wide prohibition in Novem-
ber.

As the republican candidates for sen-
ator and governor avowedly support
prohibition and the democratic candi-
dates for the same offices as openly
take the other side, the liquor ques-
tion becomes political, with the two parties
practically aligned upon it, and the
contest unavoidably will affect the na-
tional ticket to a degree, at least.

Party Lines Disturbed.

According to "form" Nebraska should
be a republican state in a presidential
election, with a united republican
party. This year a number of elements
enter into it, causing a disintegration
of party lines, and keep the wisecracks
guessing for the moment.

Women do not vote in Nebraska,
suffrage having been defeated two
years ago, and the prohibition forces
were logically lending aid and comfort
to the anti-liquor vote. He is stoutly
standing up for President Wilson, how-
ever. If President Wilson should lose
Nebraska and the vote go for
Mr. Bryan would resume his position
as the first democrat of the state.

Hitchcock Is Candidate.

Senator Hitchcock is a candidate for re-
election and opposes prohibition. He was
opposed for renomination by Mr. Bryan,
whom he supported in the early days of
Mr. Bryan's career at the imminent risk
of his own financial bankruptcy. He will
have the aid of the liberal element of the
state, partially regardless of party, the
solid support of the German vote, which
is largely in favor of the vote of the
state, whether that vote goes against
President Wilson or not. The Germans
are for him because of his action favoring
the non-shipment of munitions as well as
for his stand on the prohibition question.
He is opposed by John Kennedy, a
wealthy republican of Omaha, a Scotch-
man by birth, but not an democrat nor
(Continued on Seventh Page.)

JONES CHAMPIONS ALIEN-BORN CITIZENS

Rebukes Secretary of War for
Dismissals of Men on Army
Mine Planter.

The discharge of certain American
citizens from the employ of the United
States War Department because they
were not native-born Americans was
made the subject of a scathing attack
upon the democratic administration
today, in the Senate, by Senator Jones
of Washington.

These foreign-born American citi-
zens so discharged were employed on
the United States Army mine planter,
Major Samuel Ringgold, and were six
in number.

No Reply From War Department.

More than a month ago Senator Jones
introduced a resolution in the Senate,
and had it passed, calling upon the
Secretary of War to inform the Senate
what orders had been issued by the
War Department during the last three
years directing the non-employment of
or discriminating between citizens of
the United States in connection with
the work of his department.

"There has never been any reply to
this resolution, so far as I know," said
Senator Jones. "I suppose the Secre-
tary of War is so busy with his ad-
ministration that he cannot find time
to answer a simple question. I am
paigning on behalf of the administra-
tion to discharge public business and
comply with the request of the Senate."
Senator Jones denounced the adminis-
tration for preaching a United Ameri-
canism and at the same time discrimi-
nating between American citizens be-
cause of their birth.

Champions Alien-Born Citizens.

"While we have the right to insist
upon an undivided allegiance and un-
divided Americanism on the part of
those who have had American citi-
zenship conferred upon them, do they
not have the right to be treated by the
government as American citizens in the
fullest sense of the word?" said Sen-
ator Jones.

"This administration has repeatedly
denounced hyphenated Americans, but it
has done more to destroy an undivided
Americanism, it has done more to be-
litttle American citizenship, and it has
done more to justify hyphenated Ameri-
canism than any other agency. It has
denied to American citizens the rights
which are guaranteed to them by the
Constitution purely on account of
their nativity."

Instance Is Cited.

"Under date of April 24, 1916, the
Secretary of War issued an order di-
recting the discharge of certain men
in the service of the United States
on the railroad president's and twenty-
five were reserved for the employes.
This was agreed to by the House of
Representatives. The House of Repre-
sentatives passed a resolution which the
President had made to the railroad presi-
dents, but had not been able to read the
statement of the railroad employes.
"I suggest," he said, "that before the
House is called upon to pass it, it be
properly applied."
A few minutes later Representative
Adamson of Georgia, chairman of the
interstate and foreign commerce com-
mittee, told the House that the Presi-
dent's statement to the railroad em-
ployes was substantially the same as
his statement to the railroad presi-
dents.
"He had no secret which he is hold-
ing from one side to the other," said
Mr. Adamson, "and I understand he will
lay his cards upon the table here to-
day."

AS GREAT STRIKE NEARS EACH PARTY ANNOUNCES POSITION TO THE PUBLIC

Brotherhoods Oppose Legislation Along Plan of
Canadian Industrial Disputes Act, Saying
It Would Enslave Men Indefinitely.

PRESIDENTS OF RAILROADS GIVE REASONS FOR DECLINING MR. WILSON'S PROPOSAL

Dispute Statement That Society Is Favorable to Eight-Hour Day
at This Time and Show Why Transportation
Conditions Make Plan Impractical.

Last-minute statements from the two parties to the great rail-
road controversy were issued this afternoon, and express their views
regarding the legislation President Wilson is asking from Congress
this afternoon.

Statement by Brotherhood Heads.

The brotherhood heads, Garretson,
Steele and Carter, issued the fol-
lowing statement explaining their op-
position to any legislation along the
plan of the Canadian commission:
"Since the abolition of slavery no
more effectual means has been devised
for insuring the bondage of the work-
men than the passage of a compul-
sory investigation act of the character
of the Canadian industrial disputes act.
The writers speak from their personal
experience thereunder, as these organi-
zations are all international in their
jurisdiction. To cite an actual occur-
rence:

Cite Actual Occurrence.

"In 1910 the men upon eighty rail-
ways in the eastern territory present-
ed to the railway companies of that
territory a demand for increase in
wages. The companies refused to deal
concretely with the proposition, and it
was therefore taken up with the in-
dividual roads. The men were not
satisfied with the results of the propo-
sition, and two days after negotia-
tion was opened, January 7, on the
first road in the United States, the
men went out on strike. The negotia-
tions in the United States included federal
mediation, the instant instance and arbi-
tration in the third case.

"On the 19th day of July following,
seventy-seven American lines involved.
On the same date, at 6 p.m., a strike
took place on the Grand Trunk rail-
way, one of the Canadian railways, set-
tlement not having yet been effected
on any of the lines. The strike was
continued in a manner given out
of the delays which the employes
were able to interpose under the in-
dustrial disputes act.

Advantage to Employer.

"Moreover, the period of investigation
is eternally utilized by the employer to
entrench himself in his effort to de-
feat the demands of the men, no mat-
ter how just their cause may be, and
the men are left in a state of uncer-
tainty, and the questions and of the
serious consequences to the railroads and
to the public involved in a decision of
them.

Trustees for the Public.

"As trustees for the public served
by our lines and for the great mass of
the less powerful employes (not less
than 80 per cent of the whole number)
interested in the railroad wage fund—
as trustees also for the millions of peo-
ple that have invested their savings and
capital in the bonds and stock of these
companies, and who through the saving
banks, trust companies and insurance
companies are vitally interested to the
extent of millions of dollars in the
welfare of the country, we cannot in con-
science surrender without a hearing the
principles of justice and equity to trans-
fer the enormous cost that will result
to the transportation of the commerce of
the country."

Effect Upon Industries.

"The eight-hour day without punitive
overtime involves an annual increase
approximating in the aggregate \$80,
000,000, and an increase of more than
20 per cent in the pay of men already
the most highly paid in the transporta-
tion service."

"The ultimate cost to the railroads of
an admission in this manner of the
principle under contention cannot be
estimated; the effect upon the effi-
ciency of the transportation of the
country, and of the consequences that
will flow from even a temporary inter-
ruption of the agency of fair trans-
portation, and beyond the social and
responsibility for the consequences that
may arise will rest upon those that
provoke it."

Effect Upon Industries.

"The widespread effect upon the in-
dustries of the country as a whole is
beyond measure or appraisal at this
time, and we agree with the insistent
and widespread public concern over the
gravity of the situation and the con-
sequence of surrender by the railroads
in this emergency."

"In like manner, we are deeply im-
pressed with the sense of our respon-
sibility to maintain and keep open the
arteries of transportation, which carry
the lifeblood of the commerce of the
country, and of the consequences that
will flow from even a temporary inter-
ruption of the agency of fair trans-
portation, and beyond the social and
responsibility for the consequences that
may arise will rest upon those that
provoke it."

House and Senate Provide by Concurrent Resolution for Holding Joint Session

Concurrent resolutions for the joint
session of Congress were quietly adopt-
ed today in House and Senate. Twenty-
five seats in the gallery, the reserved
seats for the railroad presidents and twenty-
five were reserved for the employes.
This was agreed to by the House of
Representatives. The House of Repre-
sentatives passed a resolution which the
President had made to the railroad presi-
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